

JAJI BIN YDRIS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

PAPERS RELATING TO THE CLAIM OF JAJI BIN YDRIS.

JANUARY 14, 1904.—Referred to the Committee on Claims and ordered to be printed.

WAR DEPARTMENT,
Washington, January 12, 1904.

SIR: I have the honor to transmit herewith official reports in the claim of Jaji bin Ydris for compensation for loss of his boat (the *Panco*) and her cargo by reason of a collision with the U. S. launch *Ogden* in the middle of the night of November 29-30, 1900, off Pilas Island, Philippine Islands, stated at \$1,074.80 Mexican.

A review of the facts in the case will be found in the report of the Judge-Advocate-General of the Army, as contained in eleventh indorsement on paper marked "4598, Office of the Secretary, 1903," and Governor Taft recommends payment of the claim (see seventh indorsement, same paper). The Judge-Advocate-General is of opinion that the United States is not liable for damages in this case, and the commanding general, Division of the Philippines, states in his report that there is no fund at his disposal from which the claim could be paid.

The loyalty of the claimant and his friendship to the United States is, however, unquestioned; therefore, in accordance with the suggestion of the Judge-Advocate-General, the matter is submitted to Congress for determination as to whether, as a matter of bounty to a loyal and useful Moro, an appropriation can be made to reimburse him for his loss in the sum above mentioned.

Very respectfully,

ELIHU ROOT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

JOLO, P. I., *October 25, 1902.*

SIR: I beg to submit to your honor the following matter for your consideration, and humbly request that this, my case, receive your attention, as I am a poor Moro, have lost all I once possessed, and only beg redress of a wrong I suffered.

Being then the owner of a boat *Panco*, licensed to trade (vide inclosure 1), and having also a permit from the commanding officer at Jolo, Major Sweet, to carry arms aboard for self-protection, I obtained, November 27, 1900, a permit (inclosure 2) of the deputy collector of customs at Jolo to load general cargo. After loading this cargo I sailed from Jolo for Pasangan, on Basilan Island, at 10 a. m. on November 29th, reaching off Pilas Island about 11 p. m. of same day.

The wind, which had been very favorable during the day, slackened about this time, and although we had all sails set the boat made but little headway. We had a lantern at the stern of the boat. The night was very clear, and we were able to see for miles around. I myself was on watch, and Ambung, one of the crew, was steering. The remaining crew were also awake. At about 1 a. m. we saw a white light on our port bow about 2 miles ahead. A little while after we saw the red light of a steamer, which we recognized as the U. S. launch *Ogden*, from Zamboanga. When about 200 yards distant from us, she suddenly changed her course and headed straight for my boat. We at once shouted "*Lancha Panco, lancha Panco.*" and Ambung took the lantern from the stern and waved it about, while we kept on shouting. There was no response from the launch, which ran straight into my boat, striking the port quarter, and my boat immediately filled with water. Ambung, who held the lantern, was thrown into the sea by the shock, the lantern striking and injuring his head. Sapi, another member of the crew, was also thrown overboard and barely escaped drowning.

The *Ogden* steamed away, leaving us drifting on the wrecked boat, though we shouted to her crew to save us. She returned about an hour afterwards, and, finding us still afloat, demanded the surrender of our arms. We complied, and were then taken aboard her. I asked the captain of the launch if he would save my goods or tow my boat, but he said he could not do so, being in haste to get to Jolo. I asked him why he ran into my boat, and he replied, "Did you not see our lights?" I answered, "Yes;" and he then asked, "Why did you not get out of our way?" I said, "How could I do it? There was not enough wind." He answered that I would be put in jail for not going out of his road after seeing his lights. I replied that it was the duty of a steamer to go out of the road of a sailing vessel, not for the sailing vessel to go out of the road of a steamer, as a sailing vessel was helpless without wind.

The *Ogden* took us to Jolo and landed us there, and I reported to the commanding officer, Major Sweet, what had happened. Our arms were returned to us.

My boat's crew consisted of Ambung, Sahi, Tamiging, who are all living at Buz-Buz, Jolo Island, and Utto, whose present whereabouts is not known to me.

My boat and cargo were a total loss. No trace of either were discovered, and it is presumed that the boat went down soon after our abandoning it.

As this loss was caused not through any neglect or fault of myself or my crew, but was entirely due to the inexplicable action of master or crew of the U. S. launch *Ogden*, I put in a claim against the United States for the value of my boat and cargo.

My first claim of \$1,506.25 Mexican (inclosure 3) was based on the sales price of the cargo. My modified claim (inclosure 4) of \$1,074.80 Mexican was based on the purchase price of said cargo.

The commanding officer at Jolo, Major Sweet, informed me at the time that my claim as modified had been forwarded, recommended, to the adjutant-general, department of Mindanao and Jolo, and also that the latter had notified him, March 13, 1901, that this claim had been forwarded, recommended, to headquarters Division of the Philippines.

June 25, 1901, I received notice (inclosure 5) to appear before the board on claims at Manila on June 13 or later. I represented to Major Sweet that I was too poor to pay the expenses of a trip to Manila. Major Sweet cabled this fact to the board, and received reply (inclosure 6) that I need not appear.

Under date of August 14, 1901, I was informed (inclosure 7) that the board of officers on claims had disallowed my claim of \$1,506.25 Mexican. No reasons were given.

My claim as modified and submitted to the board was not for \$1,506.25, but only for \$1,079.25 Mexican.

I am a poor man, and the boat and cargo lost represented all that I possessed. Since this loss I have eked out a meager living by honorable means, but have not been able to resume trading.

The members of my crew are witnesses to the truth of my above statement as to the cause of the wreck. Mr. Charles Schuck, at Jolo, has, on our return to Jolo, seen the man Ambung, and noticed the injury on his head where he had been struck by the lantern.

I humbly request that my case be reopened, and am convinced that a thorough investigation will bear out the truth of my statements.

Very respectfully, your most obedient servant,

JAJI BIN YDRIS.

The CIVIL GOVERNOR, *Manila, P. I.*

[First indorsement.]

THE GOVERNMENT OF THE PHILIPPINE ISLANDS,
EXECUTIVE BUREAU,
Manila, December 9, 1902.

Respectfully referred to the adjutant-general, Division of the Philippines. The writer has been informed of this reference.

BEEKMAN WINTHROP,
Acting Executive Secretary.

[Second indorsement.]

HEADQUARTERS DIVISION OF THE PHILIPPINES,
Manila, P. I., December 17, 1902.

Respectfully referred to Col. W. M. Wallace, Fifteenth U. S. Cavalry, Jolo, Jolo, P. I., inviting attention to inclosed papers and directing that he make a careful investigation into this claim and return direct to these headquarters with report and recommendation. He will ascertain whether the claim as now submitted is made in behalf of the applicant who signs the inclosed paper, and any others who were

with him at the time, or whether any other persons will be beneficiaries should the claim be allowed, either as original owners or as having purchased or bartered for any proceeds that might obtain by renewing the claim.

By command of Major-General Davis:

W. S. SCOTT,
Captain, First Cavalry, Acting Assistant Adjutant-General.

[Third indorsement.]

POST OF JOLO,
Jolo, P. I., January 3, 1903.

Respectfully returned to the adjutant-general, Division of the Philippines.

The Moro Jaji bin Ydris has been favorably known to me since I took command of this station. He is intelligent, speaks fluently Spanish, and under Spanish régime was mandarin of Buz Buz. Several medals bestowed upon him by the Spanish Government prove that he rendered valuable services to various Spanish governors at Jolo. Since American occupation he has been useful as messenger and interpreter to all of the post commanders at Jolo without asking or receiving compensation for such services, though he is poor.

Post records show that Jaji's claim was at the time thoroughly investigated by Major Sweet, then commanding Jolo, who forwarded the claim approved and recommended payment. It is the impression here that Jaji's pecuniary inability to personally present his claim in Manila was detrimental to his interests.

Mr. Charles Schuck, official interpreter, assures me that he saw the injury (burned mark) on Ambung's head where he had been struck by the lamp, as mentioned in Jaji's statement. Mr. Gunther, former sergeant-major Twenty-third Infantry, now employed at Jolo by the insular government, states that during a conversation he had with Captain Wilkenson of the launch *Ogden* on her arrival at Jolo after the accident, the captain said that Paymaster and Mrs. Stanton were on board, and that during the night of the accident Mrs. Stanton's chair had been so placed on deck as to interfere with the proper lookout of the man at the wheel, and that the captain had added "damn the Moros, anyhow."

Post records of the case, the evidence obtainable at this late date, and my personal knowledge of Jaji, lead me to believe that his claim is just and to recommend favorable action on same.

The claim is made solely in behalf of the applicant and no other person will be benefited by its allowance. Have written twice to Paymaster Stanton for evidence, but no reply has ever been received.

W. M. WALLACE,
Colonel, Fifteenth U. S. Cavalry, Commanding.

[Fourth indorsement.]

HEADQUARTERS DIVISION OF THE PHILIPPINES,
Manila, P. I., January 28, 1903.

Respectfully referred to the honorable the governor of the Philippine Islands, Manila, P. I., attention invited to the fourth indorsement hereon.

The undersigned is satisfied that the claim of Jaji bin Ydris is just and should be paid, but all officers of the Government are precluded

by statute law from settling any claims whatsoever against the United States without special authority of Congress in each case, which would probably take three or four years to secure.

Is there not some way that the civil government can make an appropriation to reimburse this old Moro?

GEO. W. DAVIS,
Major-General, U. S. Army, Commanding.

[Fifth indorsement.]

OFFICE OF THE CIVIL GOVERNOR,
Manila, P. I., February 2, 1903.

Respectfully referred to the attorney-general for the expression of an opinion on the validity or equity of this claim.

WM. H. TAFT,
Civil Governor.

[Sixth indorsement.]

OFFICE OF THE ATTORNEY-GENERAL
FOR THE PHILIPPINE ISLANDS,
Manila, February 25, 1903.

Respectfully returned to the honorable, the civil governor, with the following statement. The facts in the within case are as follows:

Jaji bin Ydris, a Moro, was the owner and master of the boat *Panco*, duly licensed to load general cargo and engage in trade (as per inclosures marked 1 and 2), with permission from the commanding officer of Jolo to carry arms for protection. While he was proceeding on the night of November 29, 1900, from Jolo to Pasangan on Basilan Island, a steamer was sighted, which he afterwards recognized as the U. S. launch *Ogden*. Despite the fact that the night was clear and that the light on the *Panco* was set, and that the Moro's crew shouted a warning and waived a lantern, the said launch suddenly changed her course and ran straight into the *Panco*, causing the total loss of the vessel and cargo.

The *Ogden* sailed away, but returned an hour afterwards, and, the *Panco* still being afloat, her crew were ordered to surrender their arms. This order having been complied with the crew were taken on board. Said Moro presented his claim to the board of officers on claims, and on August 14, 1901, he received notice that the same had been disallowed.

Col. William M. Wallace, Fifteenth U. S. Cavalry, sets forth, in the fourth indorsement hereon, that the said Moro has always been friendly to the American cause, and testifies to the general excellence of his character and states that it is his conviction that his claim is just.

In indorsement No. 5 General Davis states that the claim is just and should be paid.

The statements of Colonel Wallace and General Davis are sufficient to warrant the conclusion that the claim of the old Moro is just. As to whether or not the unfortunate Moro shall be relieved by the Philippine Government is for the commission to determine.

L. R. WILFLEY,
Attorney-General.

JAJI BIN YDRIS.

[Seventh indorsement.]

OFFICE OF THE CIVIL GOVERNOR
OF THE PHILIPPINE ISLANDS,
Manila, P. I., March 5, 1903.

Respectfully referred to the commission, recommending the payment of this claim.

WM. H. TAFT,
Civil Governor.

[Eighth indorsement.]

THE GOVERNMENT OF THE PHILIPPINE ISLANDS,
EXECUTIVE BUREAU,
Manila, April 28, 1903.

Respectfully returned to the adjutant-general Division of the Philippines, inviting attention to inclosed copy of letter addressed to Jaji bin Ydris on March 20, 1903.

A. W. FERGUSON,
Executive Secretary.

[Ninth indorsement.]

HEADQUARTERS DIVISION OF THE PHILIPPINES,
Manila, P. I., April 30, 1903.

Respectfully forwarded to the Adjutant-General United States Army, inviting attention to the fourth and eighth indorsements and to the inclosed decision of the commission.

There is no fund out of which the division commander could settle this claim except by use of the special contingency fund, which he does not feel that he should use for that purpose.

DAVIS,
Major-General, U. S. Army, Commanding.

[Tenth indorsement.]

WAR DEPARTMENT,
ADJUTANT-GENERAL'S OFFICE,
Washington, June 17, 1903.

Respectfully referred to the Judge-Advocate-General for remark. By order of the Secretary of War:

E. R. HILLS,
Major, Artillery Corps,
Acting Assistant Adjutant-General.

[Eleventh indorsement.]

JUNE 26, 1903.

Respectfully returned to the Adjutant-General.

This is a claim made by the Moro Jaji bin Ydris for compensation for the loss by collision with the U. S. launch *Ogden* of his boat, the *Panco*, and its cargo. The undisputed facts are that the amount of the claimant's loss was \$1,074.80 Mexican, and that his boat was sunk by collision with the quartermaster's launch *Ogden* in the middle of the night of November 29-30, 1900, off Pilas Island. An original claim for \$1,506.25 Mexican (afterwards reduced to \$1,079.25 Mexican) was referred for an opinion to the board of officers on claims (an advisory board to the military governor) on May 16, 1901. The board

returned the case on August 12, 1901, to the military governor, recommending that the claim be disallowed. On August 14, 1901, the military governor approved this recommendation. The proceedings of the board, with the exhibits in the case, are filed as claim No. 309 in the Insular Division, with the file No. 5151.

The claimant states that his boat was becalmed off Pilas Island, a lantern burning at the stern, when about 1 a. m. the U. S. launch *Ogden* was seen approaching. The night was clear, "and we were able to see for miles around." The claimant was on watch, one of his crew was steering, and the remainder of the crew awake. When about 200 yards away the *Ogden* changed her course, steered straight for the *Panco*, and struck her. When the collision seemed probable, one of the crew of the *Panco* waived a lantern and all hands shouted. After the collision the *Ogden* steamed away, but returned about an hour afterwards and took off the crew of the *Panco*.

The right of the claimant to be where he was, and his loyalty and friendship to the United States, are not questioned. The present claim reached the adjutant-general, Division of the Philippines, favorably indorsed, and was by the latter referred to the civil governor of the Philippines, favorably indorsed, but to the effect that there were no funds of the United States out of which the claim could be paid. The matter was referred to the attorney-general of the islands by the civil governor. The attorney-general appears to have accepted the ex parte statement of the claimant as a statement of the facts, although he notes that the board of officers on claims disallowed the claim, and states further that the indorsement "of Colonel Wallace and General Davis are sufficient to warrant the conclusion that the claim of the old Moro is just."

As to whether or not the unfortunate Moro was to be relieved by the Philippine government he left to the commission. The civil governor referred the matter to the commission, who decided that the claim was one against the United States Government and not against that of the islands. The indorsement of Colonel Wallace on this claim is dated January 3, 1903, and is based, first, on the general worth of the claimant; second, on an investigation made at the time of the original claim by Major Sweet, then commanding at Jolo, and, third, on the statement of a Mr. Schuck that he saw a burned mark on the head of one of the crew made by the lamp said to have been waived, and of Mr. Gunther, late sergeant-major, Twenty-third Infantry, in regard to a conversation had by Gunther with the captain of the launch *Ogden* on her arrival at Jolo after the collision.

There were two indorsements of Major Sweet's on original claim (see exhibit in claim 309). The first, dated December 9, 1900, forwards the claim and states—

"All that is known of this case here is that the *Ogden* on arrival at Jolo reported running down the boat owned by Jaji."

He then states who Jaji is. The fifth, dated February 10, 1901, states—

"This case has been carefully investigated, both with reference to cost and articles lost."

The amount of the loss is not an issue and nothing in either indorsement sheds light on the merits of the case.

An examination of the exhibit in claim 309 shows an indorsement, the seventeenth, dated May 7, 1901, by Maj. Charles E. Stanton, then

additional paymaster U. S. Volunteers, now captain, Pay Department, U. S. Army (a passenger on the *Ogden*), in which, inter alia, it is stated:

"I had been asleep on the deck, and the yell of the launch captain about the time we struck awoke me. We made a circuit, coming back to the sail boat in a very few minutes, and picked up the entire party, who proved to be Jaji de Yadrin and 4 companions, all Moros. * * * The launch carried a full complement of lights, which were burning brightly, as I took pains to verify this fact immediately after I woke. There was no light of any kind up on the sail boat, and the captain of the launch was awake and no way to blame for the accident."

There also appear among the exhibits the following affidavits: Arthur Wilkerson, sailing master of the launch, swears that there was no moon, the night was dark and cloudy. He was standing by the wheel, and about 12 o'clock felt a shock and knew that the launch had struck something; before striking had no warning that the *Panco* was near him; after striking came at once to the rescue; there were no lights burning on the *Panco*, and everyone on board was evidently asleep as they made no sign until after they had been run down.

Hilarion Rojas, quartermaster of the *Ogden*, made affidavit that he was on watch at the wheel; the people on the banca did not call out before they were struck; the night was dark and he did not see the *Panco* until they had struck it; they turned around at once and picked up the Moros; did not alter the course until after they had struck the banca.

Augustine Gomez, sailor on the *Ogden*, swears that he was on watch as lookout in the bow of the launch. The night was dark, and as the *Panco* carried no lights, he was unable to see her. There were no shouts or anything else to notify them that the boat was in the vicinity. Upon striking the boat we turned around and picked up the crew. *Ogden's* lights were all lighted. Had anyone been awake on the *Panco* they could have easily notified the launch to steer clear.

Charles E. Warnica, private, Company E, Thirty-first Infantry, U. S. Volunteers, makes affidavit that he was a member of the paymaster's guard on the *Ogden*. He was lying down, but not asleep when the Moro boat was struck. Heard no shouts previous to running down the boat. As near as he could judge, it was about five minutes before the Moros were picked up. The night was so dark that they had to get very close to the boat before distinguishing what it was.

S. H. Huddleston, private, Company E, Thirty-first Infantry, U. S. Volunteers, swears that he was a member of the paymaster's guard on launch. It was a cloudy night; was on guard at time of collision, and did not see or hear anything that would lead him to believe that there was a boat in the vicinity until they struck her; was sitting at the time of the collision on port rail aft, and that had the *Panco* carried lights he would have seen them.

These affidavits were all made at Zamboanga, P. I., in April, 1901, before the late Lieutenant-Colonel Morrison, judge-advocate, then judge-advocate of the department of Mindanao and Jolo.

The original petition of the claimant and the exhibits were submitted to the board of officers on claims, as a case stated for an opinion. Having considered the papers, the board gave as its opinion that, taking the case as stated, the preponderance of the evidence shows that the accident and consequent loss was due to claimant's negligence

and disregard of the ordinary rules of navigation prescribed for safety, and that the Government was not liable for the damages sustained.

Nothing in the present aspect of the case warrants a view different from that expressed by the board.

It is my opinion that the United States is not liable for damages in this case. The commanding-general Division of the Philippines, in the ninth indorsement, states that there is no fund at his disposal from which this claim can be paid. Should it be deemed advisable, as a matter of bounty to a loyal and useful Moro, to pay Jaji bin Ydris for his loss an appropriation from Congress will be necessary.

GEO. B. DAVIS,
Judge-Advocate General.

[Twelfth indorsement.]

WAR DEPARTMENT,
ADJUTANT-GENERAL'S OFFICE,
Washington, June 30, 1903.

Respectfully submitted to the Secretary of War.

The history of this case is concisely set forth in the preceding indorsement by the Judge-Advocate General of the Army.

H. C. CORBIN,
Adjutant-General, Major-General, U. S. Army.

[Thirteenth indorsement.]

WAR DEPARTMENT,
July 14, 1903.

In view of the recommendation of Governor Taft in the seventh indorsement hereon, and also of the suggestion of the Judge-Advocate-General contained in the concluding paragraph of the eleventh indorsement hereon, these papers should be brought to the attention of the Secretary of War prior to the assembling of Congress at its next regular session, in order that they may be referred to that body for consideration, should the Secretary deem it desirable to do so.

W. SANGER,
Acting Secretary of War.

[Inclosure 1.]

UNITED STATES OF AMERICA—PHILIPPINE ISLANDS.

Special license for vessels of less capacity than 15 tons gross burden.

No. 10.

Expires July 22, 1901.

PORT OF ISABELA, BASILA, P. I.

In pursuance of General Order No. 38, office of the military governor in the Philippine Islands, dated March 24, 1900, the vessel known and described as *Panco*, of which Layas Ben Irdis (Class B) is the owner, and to whom the oath of allegiance was administered by the undersigned, inspector of customs at Isabela, Basila, P. I., July 22, 1900, being a vessel of 1 ton gross burden, is hereby granted this special license to engage in the coastwise trade of the Philippine Islands within the following-described limits, viz: Jolo and intermediate points on the south and adjacent points on Mindanao and Basilan, for the period of one year from date hereof, under and in accordance with the provisions of General Order No. 38, O. M. G., P. I., March 24, 1900.

Given under my hand and customs seal at the port of Isabela, Basilan, in the Philippine Islands, this 22d day of July, 1900.

BENJAMIN B. WOOG,
First Lieutenant, U. S. Marine Corps, Inspector of Customs.

[Inclosure 2.]

Series B.—No. 8428.]

UNITED STATES CUSTOM-HOUSE,
Jolo, November 27, 1900.

Permission is hereby given the bearer of this to load general cargo on Moro boat *Panco*.

W. W. PLEMB,
Deputy Collector of Customs.

[Inclosure 3.]

Relación nominal de los efectos abordo del *Paneo* que fue apiqui por el lancha del Gobierno Americano de Zamboanga en la noche del 29 de Noviembre de 1900, en el grupo de la Isla de Pelas:

	Pesos.
16 cajas tabaco de chino, á \$60 una	960.00
21½ cajas de petróleo	118.25
2 bolleros pequeños de metal blanco	10.00
2 bolleros pequeños de cobre	6.00
1 bollero grande de metal blanco	15.00
1 tebore de cobre	4.00
1 agojon con parol	25.00
1 gemelo	20.00
1 baul de ropa europea	75.00
1 saco de arroz	11.00
1 saco de palay	5.00
1 parol	6.00
1 reloj roseop con su cairel	20.00
1 athimat de oro	30.00
1 baul pequeño de ropa moro de uttes	15.00
1 <i>paneo</i>	100.00
400 cartuchos Mauser	40.00
100 cartuchos de revolver	5.00
4 tebores de losa	4.00
1 cajon peltirecho de cosena	12.00
1 lanza	5.00
20 trugos de botones de plata dorase	20.00
Suma total	1,506.25

[Inclosure 4.]

Relación nominal de los efectos abordo del *Paneo* fueron apiqui por el choque qui le dieron el lancha de vapor Orden en la noche del 29 de Noviembre de 1900:

	Pesos.
6 cajas de tun yulan, á \$35 una caja	210.00
10 cajas de tun sconglan, á \$32 una caja	320.00
21½ cajas de petróleo, á \$3.70, una caja	79.55
Gastos y pelitos	45.25
2 bolleros de metal blanca pequeños	10.00
2 bolleros de metal de cobre	6.00
1 bollero grande de metal blanca	15.00
6 zebore de cobre	4.00
1 agajon con su luz	25.00
1 gemelo	20.00
1 baul de ropa	75.00
1 saco de arroz	11.00
1 saco de palay	5.00
1 parol	6.00
1 reloj roseop con su cairel	20.00
1 achimat de oro	30.00
1 baul de ropa del moro otu	15.00
1 <i>paneo</i>	100.00

	Pesos.
400 carruchos Mauaer	40.00
100 cartucho de reborbar	5.00
1 cajon de platas	12.00
1 lanza	5.00
1 trugos de bones dorase	16.00
Suma total	1,074.80

[Inclosure 5.]

MANILA, P. I., May 18, 1901.

IAJI DE YDRIS, *Jolo, P. I.*

SIR: You are hereby notified that the claim of Iaji de Ydris *v.* United States has been set for a hearing by this board on June 13, 1901, at 8.30 o'clock a. m., at which time you will submit all of your evidence in favor of the claim.

If it is impossible for you to reach Manila on the day set for the hearing, you will be given a hearing upon your arrival at a later date.

Very respectfully,

BLANTON WINSHIP,
First Lieutenant, Twenty-ninth Infantry, U. S. Volunteers, Recorder.

[Inclosure 6.]

MANILA, 26.

SWEET, *Jolo.*

Jaji need not come.

WINSHIP.

[Inclosure 7.]

MANILA, P. I., August 14, 1901.

MR. JAJI DE YDRIS, *Jolo, Jolo, P. I.*

SIR: By direction of the military governor I have the honor to inform you in the matter of your claim for \$1,506.25, Mexican, for loss of boat *Panco* and cargo on night of November 26, 1900, between Jolo and Basilan, the same was referred to the board of officers on claims, who have recommended that the claim be disallowed. The military governor has approved this recommendation.

Very respectfully,

W. P. HALL,
Assistant Adjutant-General.

[Inclosure 8.]

THE GOVERNMENT OF THE PHILIPPINE ISLANDS, EXECUTIVE BUREAU,
Manila, March 20, 1903.

SIR: I have the honor to advise you that your communication of October 25, 1902, inclosing claim for \$1,074.80, Mexican, for loss of boat *Panco* by collision with the U. S. launch *Ogden* and requesting that the case be reopened, was considered by the Commission at its session of March 19, 1903, and rejected on the ground that your claim is one against the Government of the United States and not one against the government of the Philippine Islands.

Very respectfully,

BEEKMAN WINTHROP,
Acting Executive Secretary.

JAJI BIN YDRIS, *Jolo, P. I.*

